

SETTLE 11 DISPUTES.

Eleven disputes between capital and labor were adjusted during the past week, the Department of Labor announced today. The adjustments included six strikes, three controversies and two walk-outs. In all, about 20,000 workers were involved.

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AUSTRIA HARD PRESSED, GENERALISSIMO ADMITS

ZURICH, April 2.—The Austrian Generalissimo Straussberg, in an interview with the Newsworld Tageblatt, declared the older classes of soldiers cannot be released, saying: "We must not forget that the Americans, French and English are as much our enemies as Germany's and we have yet a formidable struggle with the Italians, who have completely recuperated."

CITY OFFICIALS AND PUBLIC BACK RAILWAY UNITY

By BILL PRICE.

Widespread official and public approval today greeted the earliest efforts by the rival street railway lines of Washington to bring about unification of operation as a step toward putting these properties in shape to meet the increased demands upon them due to the rapidly mounting population.

The public is deeply interested because in the end the public pays the bills. It doesn't require any extra strain of mental operation for this to be understood by members of the Utilities Commission and by the managers of the railroads.

All Fall Together.

At last it looks as if the Utilities Commission, the owners of the railroads and the public were pulling together, all for Washington and all with the knowledge that as the public does foot the bills it is due prime consideration from start to finish.

There has been no doubt for ten days, as pointed out in The Times, that the directors of the two car lines clearly foresee the necessity for unification in some form as a means of reducing expenses and of pooling all possible resources for serving the public. Financial economies, no matter how brought about, automatically foreshadow improved service to the public where the management is committed to the unwavering view that what benefits the people and obtains their good will is of general benefit in every possible direction.

It was taken for granted today by members of the Utilities Commission that the joint committee appointed by the Capital Traction and Washington Railway and Electric companies will work out an agreement which will place one set of officers in charge of both properties, with a big, broad-gauge man at the head, a man having the confidence of the public and of the Utilities Commission. The possibilities of such an agreement in the way of economies of management were said by utility experts to be far-reaching.

Service Improved.

John A. Beeler, the traffic expert, said today that wherever unification has been achieved it has resulted in uniform improvement of service and greater satisfaction on the part of the public.

"The tendency in all cities now is to bring under one control various independent lines," said Mr. Beeler. "Great savings is accomplished in re-routing cars without thought as to trackage ownership. Cars may be placed where they are most needed and traffic diverted so as to relieve burdens. Of course the doing of these things takes time and in Washington would be worked out slowly."

Single ownership is declared by



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all students of traffic conditions to be decidedly best, preventing jealousies and enabling one executive head to proceed without worry as to possible bickerings. Next to that comes unification of management and operation, such as is indicated in the official statements made public by the two companies. And the big business men of Washington who control the destinies of the two companies believe it pretty sure that men of wide perspective will not interpose minor objections that would stand in the way of unification or threaten its failure once it is agreed upon.

A straightout merger of the two companies into one ownership would be most sure of eventual success, as viewed by utility students and officials today, but they realize that there might be obstacles to this just as to eliminate much it also believe that this is not an impossibility. If it is not worked out now it will come later.

No Plans to Offer.

Members of the joint committee have no particular plans to offer in advance of their first meeting, the date for which has not yet been fixed. They wish to avoid being handicapped by rumors that any particular plan is likely to be adopted, simply because there is a spirit of give and take, and co-operation on broad general principles that would mean an agreement founded upon the combined wisdom of all six men who will participate in the meetings.

Regarding the thoroughly grounded hope of the public that eventually there may be obtained a consolidation that will bring either universal transfers or the operation of the lines as to eliminate much it also believe that this is not an impossibility. If it is not worked out now it will come later.

One Power House.

These experts pointed out the two companies now operate three power houses where one might be made to answer. The Capital Traction has a power house in Georgetown and one at Chevy Chase lake. The Washington Railway and Electric has a big power house at Benning.

The Utilities Commission has been told by Expert Beeler that all future purchases of cars by the existing street railway companies should be controlled by the commission so that they may be of a type suited to the traffic of Washington and interchangeable for operation on all tracks of the city. That is, the commission should see that as new cars are bought by either line they should be practically of the same type. If the commission adopts the Beeler suggestion it will inaugurate a new policy in hereafter dictating the style of cars to be bought so that under ownership, private or public, the cars may be shifted from one line to another as emergencies or good business warrant.

SAYS TORPEDO DEVICE WILL FOIL U-BOATS

Better offense and defense against submarines is the feature of an electro-magnetic torpedo controlling device which W. R. Garner, an inventor of Erie, Pa., is today presenting to Government officials here. Mr. Garner arrived in Washington last night, and today is keeping engagements with Cabinet and navy officials who are interested in his device.

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SEVERE SENTENCES FOR ENEMY ALIENS URGED BY ATTORNEY

NEW YORK, April 2.—William Wallace, Jr., special assistant to the Attorney General and in charge of the enemy alien bureau for the port of New York, is in Washington today to confer with Federal authorities and urge the necessity of more drastic punishment on enemy aliens than has been imposed in the past.

Before leaving the city yesterday, Wallace succeeded in having placed in the Tombs seventeen alien enemies, who were arrested in a German restaurant Sunday night, where the orchestra played a parody of travesty

on "The Star Spangled Banner" and the enemy aliens hilariously sang "Der Stern Spangled Banner." They sang over and over "Die Wacht am Rhein" and "Deutschland Über Alles."

THREE AUTOMOBILES STOLEN ON STREET

Automobile thieves who stole three machines are being sought today by the "auto squad" of Inspector of Detectives Grant. The machines were stolen last night and up to noon none of them was recovered.

J. Miller Kenyon, 1528 F street northwest, reported that his automobile, valued at \$1,500, was taken from Fifteenth and L streets northwest, while he was visiting in the neighborhood. James Barber, 2805 Sherman avenue northwest, said his machine, valued at \$800, was stolen from Twelfth and U streets northwest. A taxicab, belonging to the American Taxi Company, was stolen from in front of the company's stand at 1519 L street northwest.

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PROFESSIONAL HELP IS IN GREAT DEMAND

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Professional help is in great demand, according to the District of Columbia office of the United States Employment Service, which has urgent requests for mechanical, electrical and architectural draftsmen, expert file clerks, typists stenographers and other such positions. There are also wanted chauffeurs and white elevator boys besides 500 unskilled laborers. One hundred and five men are wanted for positions as draftsmen, which pay from \$120 to \$150 a month, sometimes more than that.

—Washington Herald, 3-3-18

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Average price paid for live cattle, per steer	\$84.45
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Average price received for by-products	24.09
Total received	93.06
This leaves for expenses and profit	8.61
Of which the profit per steer was	1.29

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